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The Disaster at Samoa

Admiral Kimberly's Official Reports on the Great Hurricane.

THE ACCOUNT IN DETAIL.

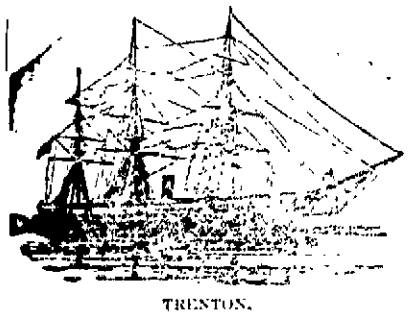
The Awful Storm as Viewed from the United States Flagship—Matteora and His Followers Commended to the Gratitude of the American People for Their Humanity—Another Vessel Arrives at San Francisco.

WASHINGTON, April 22.—The official report from Admiral Kimberly, of the terrible disaster at Apia, Samoa, has been received at the navy department. It is dated at Apia, March 19, and is addressed to the secretary of the navy, and says:

"It becomes my painful duty to report to the department the disastrous injury and loss sustained by the vessels under my command in the harbor of Apia, during the great hurricane which swept these waters March 15 and 16. When the gale commenced there were on the harbor the following vessels: United States ships, Trenton, Vandalia and Nipisic; Her Majesty's ships, Adler, Olga and Eber. There were also a few merchant vessels and small craft. The Nipisic had the inner berth and the Trenton, last to arrive, had the outer berth.



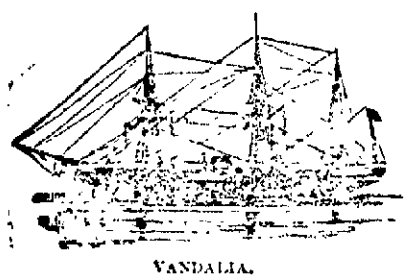
ADMIRAL KIMBERLY.



TRENTON.

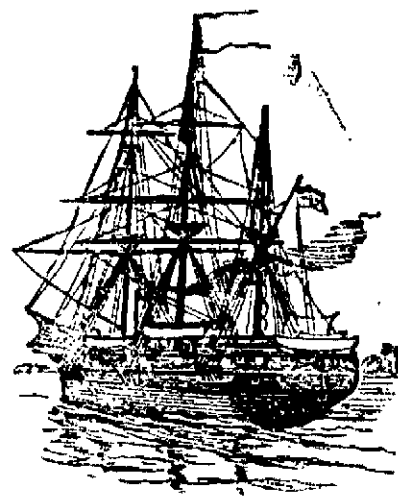
"Indications of bad weather appeared during the forenoon of Friday, March 15, and at 10 o'clock on that day I received preparations to meet a gale, by sending down the lower yards and hoisting topsails. Fires were lighted and steam raised. By 3 o'clock the gale had developed. It blew hard during the evening, and about 8 p. m. we parted our port bow anchor. During the night it blew with great violence, but with the aid of steam the vessels kept in good shape until morning. At daylight the Nipisic was missing, and the Trenton, which had been for a moment of the wind, was very dispirited. The gale set in with renewed fury, and early in the forenoon it was evident that some of the inner ships were ashore, and those nearer to us were riding uneasily. The flag-ship lost her wheel about this time. It was carried away with a crash, and seriously injured some of the helmsmen. Reheving tackles and spare tiller were applied promptly, but it was discovered that the rudder was broken, and soon it was entirely in cross.

"The wind by this time was blowing with hurricane force and was every way. The ship had begun to strike water, and during the early morning. The land pumps were manned and all big pumps in the engine room put out. The water came in and threatened to put on the fire, the greater part of it seeming to come in through the lower pipes, which are situated on the north side. Every effort was made to stop the entrance of water at this point by jamming in bedding and putting in planks of oak and by venting into the lower pipes. It could be checked in this way, but not stopped, for the water came every way, opposed to it. All hands were set to building, and the ship was bally ragged, but by 10 a. m. the fire had been put out and the men driven up from the fire room. Work at the hand pumps and with the buckets continued from this time through the gale, with the hope of being able to reach the fire and keep the ship afloat.



VANDALIA.

"A little before noon the Galle was seen to be very uneasy at her moorings, and soon she steamed toward us, having parted or slipped her cables, and making an effort to go out the harbor. She came near colliding with us and seemed on the verge of the hurricane. In the forenoon the wind having lulled a little, the flag-ship was in a position to start her moorings and parted two chains, one soon after the other. We then drifted toward the eastern reef, escaping the wreck of a merchant ship by the mere chance of her drifting as we approached her. We drifted until our stern was almost against the reef. Destruction seemed imminent, as the vessel was within a few feet of the reef, for a large whale and plowing heavily. We drifted in this position toward the reef for a considerable distance, until we came to where the funnel was toward the eastward. If we had not another water, and our remaining anchor seemed to hold well for a time. This position, however, put us directly in the horse of the Olga, which was the first of the smooth berths in the harbor at the time. She was riding well and had a number of her engines. Efforts were at once made to leave over the light inch ride gain from the fore-



THE OLGA.

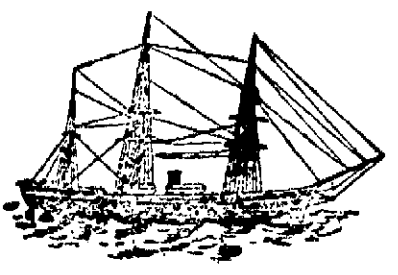
good bottom and in a good position to the sea. All this time the gale was blowing with unrelenting force. About 6 o'clock we were expecting to strike the reef momentarily. It was directly under our stern, but as on the eastern side, an undertow or current seemed to carry us along the reef, and keep us just clear of striking. Thus we came on to where the Vandalia was lying, and it was evident that our stern would soon strike against her port side. As we approached her rocks were fired, carrying lines with the hope of reaching the people on her masts. This proved very successful, and the men from the main and mizen were rescued first. Soon after we struck the Vandalia with violence, and her main and mizen masts went by the board. We then swung gradually and settled into a position alongside of her, just touching the bottom, and our stern grazing a small wreck on the reef. The men were rescued from the forecast of the Vandalia, and then on during the night we continued to beat the bottom and against the Vandalia with great force. The wind during this (Saturday) night blew with hurricane force, squalls following squall with hardly any appreciable interval. The seas, however, were not so high as they were further out, and we got through the night without additional serious misfortune.

"Just before daylight the flag-ship was visited by two boats manned entirely by natives, who carried lines to the shore. This was dangerous work, owing to the darkness, to the sea and current, to the reefs and wreckage, and to the difficulty of approaching the Trenton on account of the Vandalia's wreck.

"Two men were kept at the pumps and buckets without cessation, with a view to halting off the ship if possible and keeping her afloat when the gale abated.

"In the morning the wind moderated. It was then ascertained that the propeller was missing. The ship had settled hard on the bottom, and the water could not be reduced. It was up to the engine room platform and rising. Under these circumstances, and in the absence of any docking facilities or marine railway appliance and powerful pumps, the abandonment of the ship became necessary. Stores were given up as rapidly as possible, and the people got their effects ashore.

"Immediately thereafter the crew were set to work getting out and saving from her everything possible. On Monday the water was up to her gun deck, and she had settled a little on her port side. On Tuesday she had settled more to port, and was still lower in the water.



NIPISIC.

"The Vandalia is completely submerged, and only her forecast and head beams showing above water. The Nipisic is lying in about seven feet of water at low tide, and full four feet. She would probably have to be hauled across some 500 feet to float her at high tide. She has lost her smoke pipe. Also her rudder, and her propeller is badly damaged. Her crew remain on board, and she keeps her bilges free of water by the steam pump. I have ordered a board to be sent to investigate the possibility of saving the Nipisic, and to further investigate and report upon all circumstances connected with the loss and damage of the vessels by the gale. The report of this board will be forwarded by the first opportunity after its receipt by me. The crews of the Vandalia and Trenton are in barracks on shore.

"The calliope steamed into the harbor this morning, showing signs of having experienced heavy weather. She goes to Sydney, and is as possible for repairs, and through the kindness of Capt. Kane her diving outfit has been turned over to us, and it will be of the greatest assistance in saving stores. I commended his services to the department, and trust they will be regarded as worthy of recognition.

"Lieut. Wils in goes to Auckland to report the catastrophe to the department by cable and to charter a steamer to take to

San Francisco the Vandalia's crew, and others of the squadron who are sick and disabled. By the Calliope I send a duplicate dispatch to Sydney to be forwarded by the United States consul to the department. I have received the most valuable assistance from Malacca, who has sent a large number of his men to help in getting stores and property from the ships. The Calliope, when she went out of the harbor, carried ninety pounds of steam, making seventy-four revolutions, and then was just able to make headway against the gale. And when outside during a period of four hours she made no headway, her engines running at full speed.

"The admiral then gives the list of killed, which does not differ from that previously sent out.

"The admiral continues: 'During the entire time Capt. Farquhar showed great care and good judgment in handling the ship through this terrible gale and never left the bridge. He was ably seconded by his executive and navigating officers, who did all in their power to save the ship. In fact, so far as I could observe, all the officers behaved extremely well under the trying circumstances and performed their duties cheerfully, effectively and as well as could be desired. This disaster I classify among the incidents and misadventures of the great war, which is a disheartening feature, which fortunately the service is rarely compelled to witness.

"Capt. Farquhar has demanded a court of inquiry. No disinterested officers are available here. I therefore respectfully refer the entire matter to the department, and if further investigation is deemed necessary, I should be pleased to have a court of inquiry ordered. Very respectfully, your obedient servant,

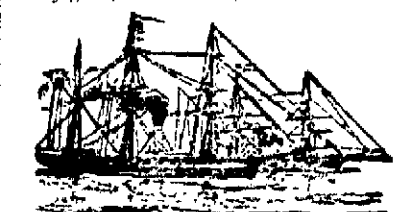
L. A. KIMBERLY.

"Four Admirals United States Navy, Commanding United States Naval Force on Pacific Station."

In another letter to the secretary of the navy bearing the same date Admiral Kimberly says:

"Sir—I have to commend to the government of the United States the very great assistance we have received in saving the public property from our wrecked vessels at this place from Malacca, Malacca, who, without any request on my part, called on his men, personally, and sent some hundreds of his men to assist our people in saving stores and material from the wrecked vessels. As the Nipisic and the Vandalia went ashore the natives risked their lives to save those of our men who undressed to reach the shore by swimming, and two of them lost their lives in these attempts. If some recognition of these services could be made I think it would be appreciated very highly by the Samoans, particularly as they have so generally given their services, and in two cases their lives, to befriend us.

"Under date of Apia, March 21, Admiral Kimberly writes: 'The Nipisic was gone off last night, and is now afloat without rudder or rudder-post, and her crew is engaged in trying to get up her chains. The Trenton is sinking, the water coming over the port side of her gun deck at high water. I think her luck is broken. She might possibly be freed from water if we had the proper appliances, powerful steam pumps, etc. She has no rudder or rudder-post or propeller, and lies with her deck slightly inclined to seaward. She lies along side of the wreck of the Vandalia, which is shoreward of her. The vessel is a total wreck and broken in two. At high tide the water rises over her topgallant forecastle. Only her forecastle is standing. We are engaged securing moorings for the Nipisic, and in wrecking the Trenton and Vandalia. A good deal of what we save might be sold at public auction to save expense of storing and transportation. Our sick and injured are doing well. It would, perhaps, be well to send a wrecking vessel here later in the season to save the Trenton's heavy guns, ammunition, etc.



ADLER.

"I have received from Capt. Henry C. Kane, royal navy, a diving suit, and I apparatus, and will use it for all it is worth, but we ought to have another in case of accident to this. I hope that the department will not forget Capt. Kane's kindness to us in our distress. He commands the British Majesty's ship Calliope, which vessel had but one boat. I gave to her one of our ten-ton cutters, but he did not consider it safe to be there at this season of the year. She has sailed this morning for Sydney, where she will be repaired. She was considerably damaged by the Olga colliding with her. Almost every vessel was at one time or another in collision with some other vessel, and a great deal of the damage that occurred was owing to this cause.

"If I can save the Nipisic, which can be done if weather permits, I will send her under convoy to Auckland to be docked and repaired. Another ship should be sent here for the purpose of conveying her, as the risk of an improvised rudder is too great to send her there alone. I have still to learn of the condition of her machinery and propeller, but shall be informed in the course of a few days. Very respectfully, your obedient servant,

L. A. KIMBERLY.

"Anxiety About the Monongahela.

WASHINGTON, April 22.—The Sunday Herald says: The non-arrival of the Monongahela at Samoa has caused considerable uneasiness in navy circles. The ship has now been out over sixty-five days and no word of her arrival has been received. The Monongahela left San Francisco Feb. 19, loaded with stores, and in addition carried a large deck load of coal for use of the fleet now uniformly destroyed. The distance from San Francisco to Apia is 4,300 miles, and with favorable winds, such as prevail at this season, she ought to make the voyage in at least forty days.

Under date of April 16, a cablegram was received from Lieut. Wilson at Auckland, announcing that he had chartered a vessel to carry the shipwrecked men to San Francisco, but nothing was said about the Monongahela. A number of naval officers were seen last night, and they were of the opinion that the ship being the approach of the storm stood off from the land and went to

sea. There can be no question but that the ship was in the track of the hurricane, and when the gale came on in the vicinity of Samoa. The condition of the Monongahela is none of the best, and it is this fact that causes so much anxiety.

"The Rescued Seamen in San Francisco. SAN FRANCISCO, April 22.—The steamer Unatilla has arrived, eight days from Honolulu, having on board Lieut. Louis Hapley and twenty-nine injured men of the United States steamers Vandalia and Trenton, who were left at Honolulu by the steamship Alameda, which arrived last week. They were transferred to the hospital at Mare Island navy yard.

"The Unatilla brought advices that on Thursday, April 18, memorial services were held at Honolulu in the Central Union church in honor of the dead seamen who perished at the post of duty at Apia. Rev. Dr. Hyde officiated, and delivered a memorial address. In his address he gave a graphic picture of the fearful scenes witnessed at Apia during the storm.

"ANOTHER ROBINSON GRUSOE.

Two Castaways Live on an Island for Fourteen Months.

SAN FRANCISCO, April 22.—The British bark Wandering Minstrel, which sailed from Honolulu Dec. 10, 1887, has been heard from. She was wrecked at the Midway Island, Jan. 6, 1888, and the crew found on the island a man named Jorgensen, who had belonged to the schooner General Sigel, which had been wrecked there sometime before. He had been left on the island by his shipmates because they suspected him of foul play in connection with the death of two of the Sigel's crew. On Oct. 15, Mate John Cameron, a Chinese boy and Jorgensen left in an open boat for Honolulu. A seaman died on the island and one during the passage to Honolulu.

On March 17, 1889, the schooner Norma arrived at Midway Island and took the rest of the crew to Honolulu. During the four-week month's sojourn on the island the castaways subsisted on sea birds and fish, and they were almost starved when taken off. Capt. Walker, of the Minstrel, decided several times to shoot Jorgensen in self-protection, but was persuaded not to by his wife. A naval court of inquiry at Honolulu has acquitted Capt. Walker of all blame for the disaster to the bark, the wreck being caused by a furious storm driving the vessel on shore while in harbor.

The Passengers Saved

Crew of the Danmark Rescued and Landed,

AND NO LIVES WERE LOST.

The Wrecked Vessel Was Sighted, and All on Board Rescued by the Steamer Missouri and Landed at the Atoreas. An Account of the Voyage.

NEW YORK, April 22.—The agents of the steamer Danmark received the following cablegram from Lisbon yesterday afternoon:

"The Danmark. Passengers and crew of the steamship Danmark landed at the Azores. Three hundred and forty of the passengers are on the steamer Missouri, bound for Philadelphia. Rest to follow by the next steamer."



THE DANMARK.

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The News in London.

LONDON, April 22.—Although there were no English passengers on board the Danmark public interest in the fate of those on board that unfortunate vessel has been intense here. At 7:30 o'clock last night the afternoon papers got out extras containing special dispatches announcing the safety of the Danmark's passengers and crew, and their safe was enormous. Bulletins were displayed in front of the various newspaper offices, and the crowds that surrounded them blocked the streets.

An Account of the Voyage.

LISBON, April 22.—In an interview with a newspaper representative, Peter Robson, third mate of the steamship Danmark, related the circumstances of the loss of that vessel. Her engines, he stated, broke down on April 4, while the vessel was 800 miles from Newfoundland. Engineer Kane was found lying down on the floor of the engine room, and the cause of the accident could not be ascertained. On April 6 the Danmark was spoken by the Missouri, which towed the Danmark until April 6.

"The Danmark was then settling down," Robson states, "and we asked the Missouri to take our passengers. The Missouri, as she was loaded, had room for only twenty additional persons, but she jettisoned her cargo and took us all on board—800 of us—landing us at Azores. She then proceeded for Philadelphia, taking 300 of the passengers besides the captain and sailors. Three of the engineers proceeded to London on board the Danmark steamer. The first and second mates are still at Azores and the remaining passengers and forty-two sailors sailed for Lisbon on the steamer Acor.

The Missouri Arrives.

PITTSBURGH, Pa., April 22.—A special from Philadelphia to The Times received at 1:30 a. m., says the steamer Missouri with part of the passengers of the steamer Danmark, has just arrived at the Delaware break-water.

WRECKED AND BURNED.

A Train Goes Through a Bridge Near Abingdon, Illinois—The Injured.

CHICAGO, Ill., April 22.—The Central Iowa train, due here at 8:35 last night from this city, was wrecked four miles west of this city. The train went through a bridge, setting fire to the mail car. The flames were communicated to all the other cars. The train was composed of two passenger coaches, one of which was partly a mail car. There was also ten freight cars. A flange of the wheel on the last freight car broke, letting down the remainder of the train and spreading the track.

The train was thus dragged about one hundred feet, at which place a trestle across Cedar creek was reached. At this point two coaches plunged down the bank about thirty feet. The mail car caught on fire, from which four spans of piling ignited and was soon consumed by the flames. The train was among the number injured were the following:

Express Messenger Rogers, limbs broken. The mail agent's shoulder blade was broken and he was injured internally.

The conductor, Robert Colville, of Peoria, is dying.

Clifton Reed, brakeman, is badly injured. Four passengers were dangerously wounded.

William Savage, of Berwick, was found dead.

It is thought that a woman was on board the train. If so, she was burned with the coach.

Destructive Fires.

Two Villages Entirely Wiped Out by the Flames.

THE LOSS WILL BE HEAVY.

But Very Little Insurance on the Property Destroyed—A Train of Cars Burned by Forest Fires—Suffocated in a Burning Building—Other Fire Losses.

DEPERE, Wis., April 22.—At 4 p. m. Saturday the Melsenwinkle Woodmen Ware company caught fire, burning the sheds containing staves and stock and in fact everything in the town. While it was burning a heavy wind set in and blew sparks and coils of fire to the neighboring houses, making the largest fire ever seen in this city. Twenty dwelling houses were burned. The total loss on the dwellings and contents will probably amount to \$300,000 or more, and it is said that not one quarter is covered with insurance.

The Melsenwinkle works, where the fire originated, have a loss of about \$150,000, with an insurance of \$30,000.

When the fire first started the Green Bay fire engine was sent for and arrived shortly after. The Green Bay and the Deperer steamers were sent in the middle of the burning district and were doing good work when the wind changed suddenly and heaped the engines in driving the fire all to that immediate vicinity. The firemen had to abandon the engines and they were burned up. The steamers from Onitosh and Appleton arrived at 11 p. m. and succeeded in getting the fire under control.

Deperer is a city composed of two parts, East and West Deperer. West Deperer is the part which caught fire, and to-day there is not enough left for it to be identified. The people who were burned out have nearly all been taken under shelter by their neighbors of the east side. The full loss is estimated to be over half a million dollars.

Another Town Entirely Destroyed.

NEENAH, Wis., April 22.—The woods near Marion, a station on the Milwaukee, Lake Shore and Western road, forty miles west of Appleton, caught fire Saturday night and spread with great rapidity. The small town of Bucklee was entirely wiped out. Bucklee is a small lumbering town, and a great deal of lumber was stored there, which was entirely consumed. The loss is estimated at \$100,000.

A train of cars consisting of fourteen cars of lumber and five cars of logs, caught fire near Marion and burned. Loss about \$75,000. The full loss on the lumber and dwellings at Bucklee and near Marion will amount to nearly \$200,000. There has been but little rain in that section this season and it is presumed that the fire originated from a spark of the passing locomotive.

Suffocated in a Burning Building.

DETROIT, Mich., April 22.—The Dohn hotel, on the Market square in this city, conducted as a saloon, boarding house, was burned yesterday afternoon, the fire having caught from the upsetting of a lamp. Emerson J. Gibson, an ex-warden; Andrew Baloo, a boarder, and William Whitaker, colored, were suffocated. Robert McCarrall, day clerk, and Malachi Powell were seriously burned. The loss will not exceed \$3,000.

A Big Blaze in Atlanta, Ga.

ATLANTA, Ga., April 22.—Fire Saturday afternoon destroyed Henry Jackson's four story building and contents on Alabama street. Cost \$30,000; insurance \$20,000. Among the occupants of the building were paper dealers: Sun, paper bag factory and Wellhouse & Don's Commercial agency and Aaron Haas, broker. The losses will aggregate nearly \$100,000.

Fire in Cincinnati—Cincinnati 7, Kansas City 6.

At Louisville—Louisville 10, St. Louis 12. At Philadelphia—Philadelphia 6, Brooklyn 1. At Baltimore—Baltimore 18, Columbus 3. At Chicago—Chicago 14, Kansas City 14, Louisville 9, All-American 2, Kansas 2.

First Malaria For Fifteen Years.

AUGUSTA, Ky., April 20.—Three parties have opened up bar-rooms, the first this town has had for fifteen years. They each pay \$500 to the city for the privilege, the treasury is overthrown and the town is "wet."

The remains of Constable Ben. Morris, frightfully mangled, were found on the railway track at Charleston, W. Va. It is believed he was murdered.

On the Oklahoma Line

The Boomers All Ready to Enter the Territory.

SERIOUS TROUBLE FEARED.

Thousands of People Just on the Border Awaiting the Signal to Cross the Line. A Race for the Choicest Lands—People Banding Together to Fight for Their Alleged Rights.

ON THE OKLAHOMA LINE BY COURIER VIA ARKANSAS CITY, Kan., April 22.—

The boomer's Sabbath has been a quiet as well as happy one, with only a few hours between them and the green Eldorado in which their hopes are centered. They are experiencing the first feeling of contentment they have felt in many a day. They will all be ready to go when the signal is sounded at noon to-day, and if they carry out their present plans, it is safe to predict the most of them will be comfortably settled on homesteads before the sun goes down. They will have a race with cowboys and speculators for the fertile fields along the banks of the Cimarron, but as the ones who are going into the interior are well mounted, they are confident of finally winning the homes for which they have been struggling so many years.

Capt. Hayes, who is here on the line with his company of troopers, rode down toward the Rock Island track to consult with Capt. Woodson relative to the best means to be adopted for preventing bloodshed. The captain has tried to find out something about the plans of the boomers, but the latter have been reluctant in talking to him. Each man knows what he is going to do but he is afraid to say anything about it, lest his neighbor might profit by his words. Capt. Hayes regards the silence as ominous, for he believes it will result in confusion and turmoil, and finally in bloodshed.

He is now considering the advisability of disarming every man along the line, and if Capt. Woodson acquiesces in his views he will send out his whole troop with orders to search wagons and confiscate all arms that are found. If the plan is adhered to, the captain's collection of shooting implements will be the biggest in the west, for there is not a wagon in the Cherokee strip that does not contain a Winchester, a shotgun or a brace of six-shooters. Even the schooner manned by the three pretty Blackburn sisters has its armament ready for action.

The boomers did little yesterday but hunt for shelter from the sun, which came down like mid-summer.

Last night camp fires were burning low, and only a few shadowy figures are in sight. Nearly everybody was asleep. They needed rest to be able to join successfully in to-day's confusion and turmoil.

The United Press correspondent was the last horseman abroad last night.

Arming Themselves for the Fight.

PURCELL, I. T., April 22.—Thousands of boomers are pouring into Purcell. The situation assumed a threatening aspect when the boomers became aware that if every one who was in Purcell got a claim there would be but little left for the remainder who are camped about the borders. This has caused hundreds to leave for Oklahoma with the avowed intention of entering and staying in the land at all hazards. On the train yesterday came a number of Texas desperadoes, and their appearance in the city has caused many of the latter class to band themselves together for self-protection. A meeting for this purpose was held, and some fifty joined. The following circular was ordered printed, and is posted about the city:

"Fair warning. Late order made at late meeting Oklahoma Legion:

RESOLVED, That we again pledge ourselves to protect our brother members in their long respected rights on selected claims, and that all towns-site sharks and claim-jumpers will be dealt with in a similar manner."

The placard has caused the outsiders to also band together, but in small numbers, and there will be but few who will leave alone for Oklahoma to take claims. The chances for a man's entering the territory alone and holding a good claim are considered very slim.

Dave Hunt, a Texan, and one of the founders of the league, said that the posted placard meant business, that while they should attempt to avoid trouble, still they would protect their rights in every way, and that a claim jumper would be shown no mercy. All of the members are well armed and will go to the territory in a body.

Liquor and Weapons Excluded.

ARKANSAS CITY, Kan., April 22.—Gen. Merritt is said to have issued orders to his command to take possession of all firearms found upon the persons of the boomers, the same to be held by Gen. Merritt during the excitement of entering the new territory. The orders have also been issued to rigidly exclude all liquors from the camps.

FRESH FROM THE WIRES.

News in Brief From All Parts of the Country.

Eighteen inches of snow fell on the 18th inst. at Vista Park, Col.

Four persons were drowned, near Carthage, Mo., while trying to ford a swollen creek.

Col. John P. Jackson, a former Cincinnati, has been appointed United States sub-treasurer at San Francisco.

John T. Spicer was sentenced at Waspoketo, O., to two years imprisonment in the penitentiary for forgery.

Postmaster Pearson, of New York, died Saturday from hemorrhage, caused by cancer of the stomach. He was 45 years of age.

At Attica, Ind., Simon Houtz shot and killed his wife and then killed himself. The deed is supposed to have been caused by jealousy.

At Lebanon, O., Frank Linn shot and killed Mrs. Franklin Noah and then killed himself. Jealousy is supposed to have been the cause.

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Attractive Low Rates
Via this line.
TIMETABLE, Table Effect Dec. 2, 1888.
EASTWARD

	No. 8.	No. 10.	No. 12.	No. 14.
Ly. Chicago	2.25	8.45	8.10	5.35
Archer Avenue	2.85	8.55	8.20	5.45
Emelwood	2.55	9.15	8.40	5.65
Heavenly	3.25	9.25	8.50	5.90
Heavenly Point		10.19	9.42	7.25
Kontes		11.01		8.22
North Audubon		11.31	10.55	9.00
North West	5.10	11.35	10.55	
Akron			12.16	
Newton	0.16	1.25	1.27	No. 1.
Holivar		1.25		
Madison	0.55	1.25	1.35	
Kingsbud		3.05		8.50
Peculiar	7.15	3.33	3.12	7.35
Enterprise		4.10	2.40	8.40
Enterprise Hills		4.10	2.40	8.40
Lama	5.55	5.12	3.25	10.20
Preston		5.45		10.50
Keaton	9.13	6.14	4.18	10.50
Keaton	10.10	7.45	5.00	12.01
New York	11.07		7.57	
Madison	6.15		12.40	

WESTWARD.				
	No. 1.	No. 3.	No. 5.	No. 1.
Ly. Martin.	8.08	11.30	9.15	3.35
Kenton.	8.50	12.10	9.55	4.30
Fresno.	9.17	12.35	10.15	5.25
Land.	9.16	1.05	1.35	6.15
Newville.	10.14			7.05
Enterprise.	10.43	1.50	5.25	7.40
Desert.	10.50	2.25	5.50	8.15
Kingland.	11.58			9.10
Huntington.	1.02	3.25	6.50	10.30
Holivar.	1.42			11.15
Newton.	1.47	4.50	7.25	12.00
Alcon.	2.16			12.50
Rochester.	2.38	4.35	8.00	13.40
North Julesburg.	3.51			14.30
Rosam.	4.25			15.20
Crown Point.	5.16			16.10

Hammond.....	6:05	7:25	10:25	5:45
Engelwood.....	6:30	7:55	10:55	6:20
Archier Avenue.....	7:00	8:15	11:15	6:50
Ar. Chicago.....	7:10	8:25	11:25	7:00
Ly. New York.....		8:40	5:00	
Des Moines.....		3:40	5:25	

Nos. 8, 1, 16, 3, 5 and 15 daily. Where time not shown times do not stop. Nos. 17 and 18 except Sunday. * Stop at signal. † P. M. train.

W. C. DONALD, Gen'l Pass. Agent, Chicago.
T. W. HICKMAN, Superintendent, Chicago.

Columbus, Hocking Valley and Toledo R.

TIME CARD.

Taking Effect Nov. 24th, 1888.
(Central Time.)

NORTH BOUND.

	No. 3, daily except Sunday	No. 7, daily except Sunday
River Division.		
London Ferry.....	3:30 p m	5:00 a m
Gallatin.....	1:30 p m	3:45 a m
Marathon Junction.....	5:55 p m	6:40 p m
Hocking Valley Division, No. 1, daily—Ar. 3:30		

[illegible]

Delaware	10,372 a. h.	9,224 p.
Arrive Columbus	11,031 a. h.	10,291 p.
Hocking Valley Division	No. 4, daily	No. 2, daily
Leave Columbus	8,904 a. m.	4,50 p.
Lancaster	9,16 a. m.	5,23 p.
Lancaster	10,08 a. m.	6,23 p.
Arrive Athens	11,15 a. m.	7,30 p.
River Division	No. 4, daily	No. 10, m.
	except	except, daily
	Sundays	Sundays
Leave River Junction	12,05 p. m.	8,38 a.
Ohillipolis	14 p. m.	11,41 p.
Arrive Pomeroy	2,32 p.	1,15 a.

NOTE ON RUNNING OF TRAINS.

Direct connections made in Union depot at Cincinnati for Newark, Zanesville, Columbus, Wheeling, Baltimore, Washington and Philadelphia, and also for Dayton, Cincinnati, Louisville and points North and South West.

Express connections made at Toledo for Detroit and all points in Michigan and Canada.

H. J. FALKENBERG,

General Passenger and Freight Agent,
Columbus, Ohio.

G. H. CARR, General Agent

FAST TRAINS OVER THE



—FOR—

Buffalo, New York, Boston, Saratoga, Albany and Other Points.

The Only Road Running Solid Trains to New York.

3 THROUGH TRAINS.

1—WITH—

Pullman Palace Sleeping Coach
 Pullman Buffet Sleeping Coach
 Pullman Hotel Coaches,
 Parlor Cars and Elegant
 Day Coaches.

TIME TABLE	ADOPTED
Dec. 2, 1888.	
<p>(Guaranteed Time, 25 minutes slower than timetables.)</p> <p>Trains depart from Marlboro, O., as follows:</p>	

WESTWARD.		DEPART.
No. 7, daily except Sunday.		10:50
No. 5, daily.		2:55
No. 37, Wey, daily except Sunday.		9:20
No. 2, daily.		11:05
EASTWARD.		DEPART.
No. 12, daily.		5:20
No. 6, daily except Monday.		12:45
No. 38, daily except Monday.		2:55
No. 34, daily except Monday.		10:45

Pullman Palace Coaches on all through to
 E. H. THOMAS, Second Vice President.
 L. P. FAHNER, G. P. A., New York City.
 W. W. DUNN, Asst. Div. P. A., Cleveland.
 W. W. DUNN, Asst. Div. P. A., Cleveland.

THIS PAPER
 SUNDAY ADVERTISING BUREAU
 150 NASSAU ST. NEW YORK

NEWSPAPERARCHIV

LAWN MOWERS!

The Philadelphia and Buckeye.
LAWN RAKES.

A Large and Varied line of
HAMMOCKS!

Hammock Hooks and Spreaders.
White Mountain and Lightning

ICE - CREAM - FREEZERS!
Jewett, Pierce and Challenge

REFRIGERATORS!
Adjustable Screens and Screen Doors,
Carpet Beaters,

And all other Seasonable Hardware, at
C. B. KLING & CO.'S.

A NICE LINE OF
GILT WALL PAPER!

—FOR—
10 CENTS A ROLL

—AT—
WIA NT'S.

H. M. AULT,
FIRE

INSURANCE
AGENCY!

OFFICE: Bennett's Block, First stair
way east of P. O.

FOR RENT—Choice office rooms in
Marion block, formerly Elk club rooms.
Inquire of J. J. Hane.

FOR RENT—The elegant front room of
the remodeled McWilliams block,
opp. Hotel Marion. Beautifully papered,
good light, indoor, and the best location
in the city. Inquire of D. M. Williams.

FOR RENT—Three good rooms on 2d
floor of Gregory block, water and
closets in same floor, to gentleman and
wife without children. Inquire of H. Hall,
at English Kitchen.

FOR SALE—New house to small family.
Central location. Possession given
May 1st. Price \$1250 per month. Inquire
of J. G. L. at English Kitchen.

FOR SALE—Three bungalows cheap. See
E. H. Dutcher, office with Seefeldt &
Snyder.

FOR SALE—A good phonograph, buggy,
used but very little, good as new. In
quire of B. Hall, at English Kitchen.

STAR OFFICE TELEPHONE NUMBER 51.

—Buy your bread at Rupp's.
—Fresh bread daily at N. Metzger's.
—J. W. Hinds & Co. for wall paper.
—If you want to laugh go to the "Three-
truck Skule."

—New garden seeds of all description, in
bulk and cheap, at Coffy & Stone's.
—Cakes, pies, etc., will be sold at the
"Feast of Days," April 25th and 26th.

—S. A. Court, of Toledo, spent Sunday
visiting friends and relatives in the city.
—Fancy blood oranges.

—F. W. Roons, of Chicago, is the guest
of W. D. Whipple and family of this city.
—Eggs for hatching from the ten best
broods of poultry in existence. Gospel Hill
Poultry yards, Philip Bauer, Prop.

—Mrs. Eliza Ellis left this morning for
Elizabeth, Colorado, where she will join
her husband and make for future home.
—Gus. Still, has resigned his position at
Kaiser's barber shop, and left this morning
for Mansfield, where he has accepted a position.

—A daughter of A. Batty, aged 11 years
and residing on Park street, died at her
father's home Sunday. The funeral will
take place Tuesday at 2 o'clock, at the A.
M. E. church.

CHASE & HUNTER
FOR SALE—The only lot now
left on the west side of south
Main street since the sale of the
Snitter lot to Judge Norris. See
us at once.

FOR SALE—On east side south
Main street, one of the finest
properties and best location for
\$3500 on time, or \$3400 cash,
in the city. Remember "Glen
Park" is to be on this street.

FOR SALE—Lot on Mt. Vernon
avenue. Price \$1000 cash or
\$1200 on time. Now is a good
chance for Bro. Lotze.

FOR SALE—Fine residence on
west South, one square from
Music Hall, \$3500 or less for
cash.

—Cares smoothed away at Music Hall,
April 25th and 26th.

—To Music Hall April 25th and 26th,
for "Blue Monday's" wares.

—A number of prominent young men, of
Bucyrus, came over on bicycles, and spent
Sunday with friends in this city.

—"Never to late to learn." The "Old
Doctrinal Skule" will commence at Music
Hall Thursday evening, April 25.

—Miss Annie Tross, of Huntington,
who is visiting in the city, spent Sunday in
Prospect with friends and relatives.

—You can get your rag carpet washed,
and your lace curtains and pillow shams
done up at the Marion Steam Laundry.

—Harley C. son of H. C. and Mary E.
Anderson, died at his home on Grand
avenue, East Marion, on April 19th, 1889,
aged 2 months and 5 days.

—A little son of Andrew Mahaffy, aged
five years, while playing with other children
Sunday morning introduced a China
ladle, weighing 25 grams into one of his
mother's. The ladle and the mother were
called and examined the ladle with great
difficulty, after an operation lasting one
hour. The child is reported as doing well.

—Considerable disturbance was caused
on north 1st street Saturday evening, by
a couple of young men fighting over Louise
Jacobs, a well known female about town.
While the contest was going on she stood
quietly aside awaiting the result. After
several minutes of hard fighting one of the
parties was so badly used up as not to be
able to continue the struggle, and the other
was allowed to go with the object of his
actions. The police did not put in an ap-
pearance and no arrests were made.

—Certificate to Teach.
Of the class examined for teachers' cer-
tificates on March 25th, the following passed:
Loretta Mahone, Hattie Mariot, W. H.
Klingell and A. H. Myers, of Marion,
all for one year. L. J. Clark, Belle Simp-
son, Susie Roberts, James McNeil, M. A.
Parker, Nora McClintock and F. Spicer,
of Larkins, all for one year. Clara Hoke,
of Leysville, one year. Dana Finnetrock, J.
H. Oswald and Lee Russell of Prospect,
one year. Otis Tell and Flora Henry, of
Marselles, one year. Eva Geddes, of Cal-
dwell, two years. W. Garwood, Charles
Boucher and W. A. Lally, of Adams, one
year.

—Of the class of April 6th, the following
passed: Ida Harvey, Eva Patten, E. E.
Criswell, Clara Gooding and Harry Wood-
cock, of Marion, one year. W. H. Folk,
of Marion, two years. D. G. Frew and M. L.
Martin, of Green Camp, one year. Della
Grey and Mollie Drake, of Coal Union, one
year. Sherman Anthony and Jennie Hink-
lin, of Larkins, one year. M. H. Kington,
of Wanda, one year. Maggie Wren, of Kirk-
patrick, one year. H. P. Williams, of Pros-
pect, one year. Grace Partridge, of Ada, one
year.

—A badly frightened Gang.
Despite the much discussed Laid on the
poker joints the desperadoes of the chips and
pins and flushes do not seem to let up on
the dangerous practice. The fact is the
only effect has been to make the resorts
more secret and quiet.

—A new room in a out of way place was
playing to a full house Saturday night
when one of the frequenters of the place
jokingly and shyly walked to the door and
tapped. "Who is it?" came the question,
and "Pat Lammey" was answered in a
rattling of that of the veteran pugilist.
Instantly the crowd around the table
scattered, some getting out the back way,
some jumping out windows. Indeed, the
pamper was so great that many came were
trampled and slipped in the rush for
freedom. The victims of the joke never
knew until the next day that they were
taken in by the trick.

—Clerk, H. Fine,
[phonetic Sun Review.]

A woman in Caladonia said a roll of but-
ter to a man and on cutting it he found
a good looking boulder within. He said
nothing, but when the woman came back a week
later and bought a dollar's worth of coffee
he put the stone in the package and came
out of the transaction 27 cents ahead.
Neither of the interested parties said a
word about the matter but both kept up
some tall talking.

—Crushed Stone Cheap.
The undersigned will sell, until further
notice, the best quality of crushed stone
that has ever been used in Marion, for
10 cents per yard, at crusher, and for 6
cents per yard delivered any place in the
city of Marion. If you who buy for the
corporation want crushed stone in large
quantities cheaper than these figures, ad-
vise for bids.

—Building Association Election.
The annual meeting of the members of
the Marion Building Savings and Loan
company will be held at the City Hall
Tuesday evening, May 7th, 1889, for the
election of Directors and such other busi-
ness as may properly come before the meet-
ing. Polls will be open from 7 o'clock to 9
p.m. By order of the Board of Directors.
THOS. H. B. BATT, V. Pres.
F. D. BATT, Sec.

—District School Teacher Wanted.
The board of directors of school district
No. — are authorized to hire a teacher
for the spring session, which commences
April 25th and 26th, at Music Hall, Marion, O.
He must be a man, sound in body, intelligent,
not afraid to use the rod. Wages \$10 per
month and board around.
J. H. B. BATT, Directors.
F. G. ALLEN, Sec.

—Card of Thanks.
We wish to tender our sincere thanks to
our kind friends and neighbors for their
assistance during the sickness and burial
of our little son Harley, and especially to
Mr. and Mrs. Jacob Lash, of Marion, and
Mrs. French, J. M. Francis and George
Smith, of Waldo. H. C. ANDERSON.
MAY 1, 1889.

—A Pleasant Scene.
O. Health and strength renewed and of
ease and comfort follows the use of Syrup
of Figs. It acts in harmony with nature
to cleanse, cleanse the system when
clogged, or clogged, for sale in 50c and
\$1.00 bottles by all leading druggists.

—Thanks Expressed.
I wish to express hereby my desire to
acknowledge the kindness of the Order of
Beth Shalom, during my late illness.
H. M. WHITNEY.
Marion, O., April 24th, 1889.

WEATHER INDICATIONS.
Fair, cooler weather, followed by higher temperature, variable
winds.

CARPETS
—WITH—
BORDERS.

Body
Brussels,
Velvets,
Tapestries.

Warner & Edwards. **Warner & Edwards.**

BOWERS'
BOOT & SHOE HOUSE,

Cor. Main and Center Streets.

New lot of Chil-
dren's Spring Heel,
high and low cuts.
Prices down to suit
the Cash Buyers.
One lot of Ladies' Fine
\$2.00 Shoes to Close Out at
\$1.25. Bowers.

IN NEW QUARTERS!
J. W. HINDS & CO.

Are now located in the newly
and handsomely refitted Beh-
ner room, on Center street,
opposite Court House. In ad-
dition to their immense stock of

DRUGS!

They are making a spec-
ialty of
Wall Paper!

—AND—
Picture Frames

At inviting prices. Call at the
new location.

TEACHERS' EXAMINATION
The Test Questions Given in Class of Ap-
plicants Saturday.

A class of about twenty applicants for
teachers' certificates were examined Sat-
urday. Below are the questions asked:

GEOGRAPHY.
Name the chief forms of clouds.

Name the countries on the southern bound-
ary of Ohio.

Give an illustration of the formation of
dew.

How is thunder produced?

Name the principal features of land com-
posing the state of Ohio.

ARITHMETIC.
Define (a) Commission (b) Consign-
ment. (c) Cask tool.

Write in figures. One hundred and ten
thousandths. One hundred and ten
thousandths.

In what time will any sum treble itself by
simple interest at 10 per cent?

How many bricks 4 by 8 in. in a pave-
ment 10 ft. by 10 ft.

A certain dividend is 762, the remainder
25, the quotient 86; what is the divisor?

Seven-eighths of five-ninths of what num-
ber equals nine and thirteen-eighths?

Find the difference between 5 m. 1 in. and
4 m. 3 in. 10 ft. 3 in.

A suit has agent \$250.00 to invest in
flour. Receiving his commission at 2 per
cent, how many barrels can he buy at
\$6.20 per barrel?

What is the time when one-half the time
past midnight equals one-third the time to
noon?

What is the face of a 60-day draft which
costs \$149.43 at two-thirds per cent, prem-
ium and discount at six per cent?

PHYSIOLOGY AND HYGIENE.
Why will we clothing ourselves to chill?

What is a gland? Give examples.

Which valve of the heart is the
strongest? Why?

Under what condition of the nervous
system may we lose feeling from a part,
but retain power to move it?

Locate the following. Petunia. Utricle.
Humorous. Urea. Saprophyte.

What are the uses of the nervous system?

What is nutrition? Excitation?

State briefly the two purposes of respira-
tion.

What is digestion?

What are the effects of exercise upon the
blood?

GRAMMAR.
Parse emphasized words. The QUEEN'S
HORSE, saddled and mounted, and went
to start and for low the chase, stationing
the earth and changing their bits.

The number is a metaphor. What is
the difference between a metaphor and a
relative pronoun? Write a sentence contain-
ing an adjective element of the third class
and a noun.

Name the five powers possessed by the Presi-
dent alone.

How are the United States Senators
elected?

What is the Bland silver bill?

What is the difference between the four-
teenth and nineteenth amendments?

Describe the battle of Ball's Bluff.

Star Gun Club.
The first shoot of the Star Gun Club
occurred Saturday, of which the following is
the score.

A. Clark 0 0 0 0 0 0 1 1 1 1 4
J. Camp 1 1 1 1 0 0 0 1 1 0 6
W. Close 1 1 0 0 1 0 0 1 0 5
H. Ridenbaugh 1 0 0 1 0 0 0 0 1 3
J. Ridenbaugh 1 0 0 0 1 1 0 0 1 5
E. Kramer 0 0 1 0 1 0 0 0 1 4

LOWELL INGRAIN
CARPETS!

Are made of finer wool, will
count more ends to the
yard, are smoother, and are
acknowledged to be the
best ingrain made. Do not
buy an imitation, insist on
having the genuine. We
are showing a full line.

We are showing the best
50c carpet ever shown.

FOR PURE
SPRING
LAKE ICE!

ORDER OF THE
MARION ICE COMPANY!

Office at W. J. GRILLS, oppo-
site Postoffice.

"We guarantee the only
genuine Spring Lake Ice, taken
from the Hepburn spring lakes of
the purest water.

Contracts made for the season
or by the cwt. Special contracts
for large consumers.

Satisfactory Delivery Daily.

MARION ICE CO.

A Baise in Meat.
We, the undersigned meat merchants of
Marion, O., do severally pledge ourselves,
our word, that we will not deviate from
the following prices, as present prices do
not justify continuing our business. This
agreement to be in effect and after April
25th, 1889:

Lamb steak or roast, 12 1/2 c
Round steak, 12 1/2 c
Shoulder steak or roast, 10 c
Boiling meats, 6 1/2 c
Veal, 10 1/2 c
Pork, 10 c
Mutton, 10 1/2 c

AT
J. H. OSBORN,
KISSNER & PLACK,
JOHN MERRILL,
ED. FERGUSON,
C. E. FERGUSON,
J. C. FERGUSON,
C. F. FERGUSON,
C. F. FERGUSON.

On April 25th and 26th the N. Y. L. E.
and W. R. V. will sell excursion tickets to
New York. Tickets good for return until
May 15th, inclusive. Fare \$15.00. Ac-
count of centennial celebration of the
inauguration of George Washington.

SYRUP OF FIGS
Presents in the most elegant form
THE LAXATIVE AND NUTRITIOUS JUICE
OF FIGS.

FIGS OF CALIFORNIA.
Combined with the medicinal
virtues of plants known to be
most beneficial to the human
system, forming an agreeable
and effective laxative to perma-
nently cure Habitual Consti-
pation, and the many ills de-
pendent on a weak or inactive
condition of the

KIDNEYS, LIVER AND BOWELS.
It is the most efficient remedy known to
CLEANSE THE SYSTEM EFFECTUALLY
When one is Bilious or Constipated.

**PURE BLOOD, REFRESHING SLEEP,
HEALTH AND STRENGTH**
NATURALLY FOLLOW.

Every one is using it and all are
delighted with it.

ASK YOUR DRUGGIST FOR
SYRUP OF FIGS
MANUFACTURED ONLY BY
CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N. Y.

Have You Seen
THE LADIES' FINE
IMPORTED
SHOES!

—AT—
TRISTRAM & YOUNG'S.
—THE VERY LATEST.

JUST RECEIVED!
A FULL LINE OF
LADIES' FINE
Hand Turned Shoes.

—AT—
Tristram & Young's

MERCHANT TAILORING.
Williams & Leffler,
—THE LEADING—
MERCHANT TAILORS,
ARE NOW SHOWING THEIR
Spring & Summer Goods.

A PERFECT FIT AND SATISFACTION GUARANTEED.
—PRICES REASONABLE!

HYGIENIC!
POULTRY FOOD

Williams & Gurley's
Flour and Feed Store, 3 Doors North Jail.

ALL KINDS OF
LUMBER
CHEAP.

PRENDERGASTS'.

JOB PRINTING
NEATLY AND PROMPTLY EXECUTED AT
THIS OFFICE.

COLUMBIA Bicycles
and Tricycles
H. B. HANE,
AGENT FOR
BICYCLES
—AND—
TRICYCLES
OF ALL MAKES.
PRICES FURNISHED
ON APPLICATION.

Repairs ordered and promptly secured
INQUIRE AT FARMERS' BANK.

NEW - SHOE - STORE!
Berndt & Bender
Have opened out a new stock of
BOOTS and SHOES
in the True Building, East Center
street, and solicit a share of your
patronage. All New Goods and
Prices Low.

PURE LAKE
ICE!!
EBERHARDT & STARK
Are prepared to furnish the Ma-
rion public with genuine Lake Ice,
to private families and business
houses, either by the season or by
the cwt.

Prompt Daily Deliveries.
Leave orders by mail or call
at office at Sam Kraner's Bakery.

LADIES
Do Your Own Dyeing, at Home, with
Peerless Dyes
They will dye everything. They are sold every-
where. Price 10c. a package. 40 colors. They
have no equal for fastness of color, or non-
fading qualities. They do not crack or split.
For sale by L. H. FLOCKEN or H. C. NOBLE,
MAN & CO.

MASSILLON & COAL
BEST IN THE MARKET
Prendergasts'.